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Wednesday Morning, August 9, 1916

### THE INTERNATIONAL MIND

One of our American college presidents has been felicitating his fellow-countrymen on the development of an "international mind." It's a useful phrase. And it represents one of the most interesting and valuable effects of present world-conditions on American life.

We have always been known as an insular nation. We have admitted the accusation, and have defied the accusers by taking a stubborn pride in our insularity. Up to the Spanish-American war most of us were perfectly content just to be Americans and ignore the rest of civilization. That war shook us out of our shells; but we recognized the outer world only to pity its darkness and backwardness in comparison with our own light and progress.

The present European war has brought a tremendous awakening. It has made our nation really conscious, for the first time, of great world-processes at work, of which we are but a part. It has aroused in us an interest in all things foreign. It has given to geography new value. It has made history alive. It has shown us the strength and weakness of other powers, and taught us to measure ourselves with them, not blindly, as we used to do, but with intelligent judgment.

The results are wholesome. For one thing, the intellectual outlook of the average American has broadened that he can think now not as a provincial but as a citizen of the world. For another thing, it has stopped the idle boasting which in the past has done so much to prejudice other nations against us. At the same time that the war has revealed to us our peculiar advantages of moral and material strength it has also revealed our weaknesses. And we owe a debt of gratitude to the Old World for giving us a chastened spirit and leading us to set our own house in order before trying to correct the rest of the world.

### TAXES AND DEBTS

ling in a way that sometimes seems alarming. The nation in a way that sometimes seems alarming. The national debt isn't much, but taking together the national, state and municipal obligations, the public indebtedness of the American people amounts to \$50 per capita, or about \$250 per family.

It would be a painful thing if we had to pay, in addition to current taxes, the interest on all this debt, which at 5 per cent amounts to about enough to buy every member of the family, including the baby, a pair of shoes once a year. However—

France, which had a per capita of \$160 before the war, now owes \$340 per capita, or about \$360 per family for the small French family of four persons. Germany, starting with a public debt of \$75 apiece for her population, has run it up in two years to \$275 apiece, which means probably a bigger obligation per family than that of France, since German families are much larger. Great Britain, before the war, owed \$80 per capita. Now she owes nearly \$280, or \$1900 per family. Other belligerent countries, with the exception of Russia, are in about the same plight. They have these appalling obligations piling up for the future as mortgages that must look everlasting. And meanwhile their current taxes are bearing on them ever more heavily.

It may be comforting to think of that next time the tax collector comes around. We may worry about our private debts; but when it comes to public debts and taxes, we might almost say that ours are non-existent.

### THE GUARDSMEN'S PREDICAMENT

If the national guardsmen on the Mexican border are really complaining because they're kept there on guard duty, when they want to go home, they are lacking either in consistency or in a sense of humor.

The guardsmen moved heaven and earth to have themselves metamorphosed into a federal army reserve, and thereby killed the "continental army" project. But for their opposition, there would have been created a genuine federal army reserve for just such duties as the guardsmen now are performing. The national guard is, self virtually drafted the law which enabled the president, as commander-in-chief of the army, to draft it into service along with the regular army at the border.

The National Guard leaders who were active in pushing that legislation realize the situation and are maintaining a discreet silence. But for the honor and self-respect of the organization, all the guardsmen, or at

least all the officers, might be expected to realize that having made their bed they ought to lie in it without squirming.

### RED CROSS RELIEF FOR GERMANS

The project of helping civilian sufferers in Germany through the agency of the Red Cross is at a standstill. The actual situation doesn't seem to be clearly realized in this country. The allies have granted permission for shipping the necessary supplies into Germany, but only on condition that the Red Cross itself shall have charge of their distribution. It is a condition which may be onerous, but which seems nevertheless not unreasonable.

It happens that the American Red Cross is able to get great quantities of supplies for the German civilians, but has difficulty in getting the money to equip and support units of its own organization to go to Germany and superintend the distribution. Citizens who are eager to contribute to the relief funds balk when it comes to paying the incidental expenses under the conditions imposed. Just as soon as this attitude is changed, and generous Americans finance a few Red Cross units, the relief work will begin.

### BETTER THAN STRIKES

The federal board of arbitration has settled an important railroad telegraphers' dispute involving the New York Central and Nickel Plate railroads. The men get an advance in wages, increased pay for Sunday work, and annual vacations of seven to ten days with pay. The board concluded that, as is nearly always the case in labor controversies, each side was partly right and partly wrong, so it gave neither all it asked for. The result is that neither the telegraphers nor the railroads are satisfied, but the award will presumably be accepted by both.

This, of course, is the way to settle all labor troubles. And the precedent gives reason to hope that it will yet be adopted for the settlement of the far greater controversy between the railroads of the whole country and the four powerful unions that threaten to tie up the nation's transportation.

### TRADE STILL BOOMING

Coincidental with the beginning of the allies' great offensive against Germany there arose in this country an impression that our war trade was about done for. It was assumed that in the matter of munitions particularly there would be few further orders. And it was feared that domestic business would suffer at least a temporary depression. But that impression is now swept away.

A statement by the National City Bank of New York, which is the American depository for the allied governments, and is in the best position to know the facts of any financial institution in the country, says that there is no perceptible slackening of war orders, and is not likely to be until the end of the war.

It is evident now that the entente nations, in spite of their own enormously increased output of munitions, are using them up at such a rapid rate that they must necessarily depend on the United States as much as ever. Moreover, the slowness of their progress against the enemy has apparently convinced them, and has also convinced Americans, that the war is likely to last at least a year longer. And even if the demand for munitions should cease then, it would very likely be balanced by the demand for other products, especially finished steel, which already makes so large a bulk of our foreign trade.

The whole outlook, as seen by the experts of the National City bank, is extremely encouraging. Crop conditions are pronounced generally good. Bank clearings everywhere have greatly increased. Money rates are higher, but still easy. Transportation receipts are steadily growing. There are "more incorporations, greater activity in building, and fewer failures." The general business situation in every section of the country is declared to be far above the average.

### HUMAN NATURE ON THE BENCH

"Our duty is to make our courts of appeal decide cases correctly, or decide them as we should have done," says a judge of the Missouri supreme court in handing down a decision. "They have the same right to decide wrong that we have."

Whether this is regarded as humor, or merely honesty, it leads one to suspect that perhaps judges, after all, are human. And that suspicion is confirmed by several other decisions recently rendered in various parts of the country.

Says Justice Ladd of the supreme court of Iowa: "A man who, instead of resenting unfounded accusations against his wife, even when made by his mother, will lie himself to the haymow to weep, and then abuse her whom he has promised to protect, is hardly worth quarrelling about." So say we all of us.

A decision of interest to sinful church members is that of a Massachusetts judge who holds that a minister when administering communion has a right to pass by a member of his congregation whom he knows to be an "evil-liver," and the sinner has no legal recourse.

The supreme court of Oregon has decided that an attorney who joins a patriotic mob which takes unpatriotic persons from a jail and makes them kiss an American flag may properly be suspended from practice of the law for three months. That may not promote respect for the flag, but it tends to promote a lawyer's respect for law.

A thoroughly human view of civic belligerency is that of a Missouri judge: "On July 24, 1915, at Charleston, Mo., on Commercial street, the defendant exercised his 'unalienable right to fight, and since then has been trying to adjust the matter with society.'"

## NEW JERSEY OFFICER KILLED WHEN MACHINE COLLIDES WITH CAR

Lieutenant James Connell, of  
New Jersey Militia, Dies of  
Wounds Received in Accident. Lived in Hoboken.

DOUGLAS, Aug. 8.—Lieut. James Connell, battalion adjutant of the Fourth New Jersey infantry, died at the Calumet hospital this morning of injuries received last night in a collision between a street car on which he was riding and an automobile driven by Walter Griffin, of Cloverdale, N. M.

The accident occurred about 9:30 at the corner of Thirteenth street and G avenue. Connell sustained a broken leg and received injuries in the chest that resulted in his death. Lieut. Harry C. Wright, Company I, Fourth New Jersey, who was with Lieut. Connell, also received a broken leg. He is at the base hospital at Camp Harry J. Jones.

An inquest to determine the cause of death will be held tomorrow afternoon at 2 o'clock at the city hall before Coroner R. S. Maclay.

When the accident occurred the street car was going north on G avenue. The automobile, a Ford touring car, was going south. Owing to the paving work being uncompleted on the west side of the 1300 block on G avenue it was impossible for the auto to take the right side of that block as it came south. However, when Thirteenth street was reached Griffin crossed over to the west side. He made the turn a little too short, for the left wheels of the car fell into the depression between the street car track and the paving, a rut nearly a foot deep. The auto stopped, according to Griffin, who at the time of the collision was making an effort to drive the car forward or backward.

### Men Thrown to Pavement.

According to Griffin's statement this morning, the street car was about 75 feet from the auto when the auto crossed the track and was coming slowly. He thinks Motorman Thompson thought he could pass the auto without striking it. Connell and Wright were sitting on the front steps of the street car and were knocked to the pavement by the auto. Apparently they did not realize that a collision was imminent, or else did not see the auto, for they failed to get up from the steps.

The fenders of the automobile were torn off and the car otherwise damaged, though it was able to leave on its own power after being lifted out of the rut, following the accident. In the auto with Griffin were Bob Lee and J. T. Hood, both cattlemen, and Deputy Sheriff Charles E. Cross. Lee received a cut under the left eye from a flying missile.

There were a number of witnesses to the accident, including several soldiers on the street car. These have been summoned to testify at the coroner's inquest tomorrow.

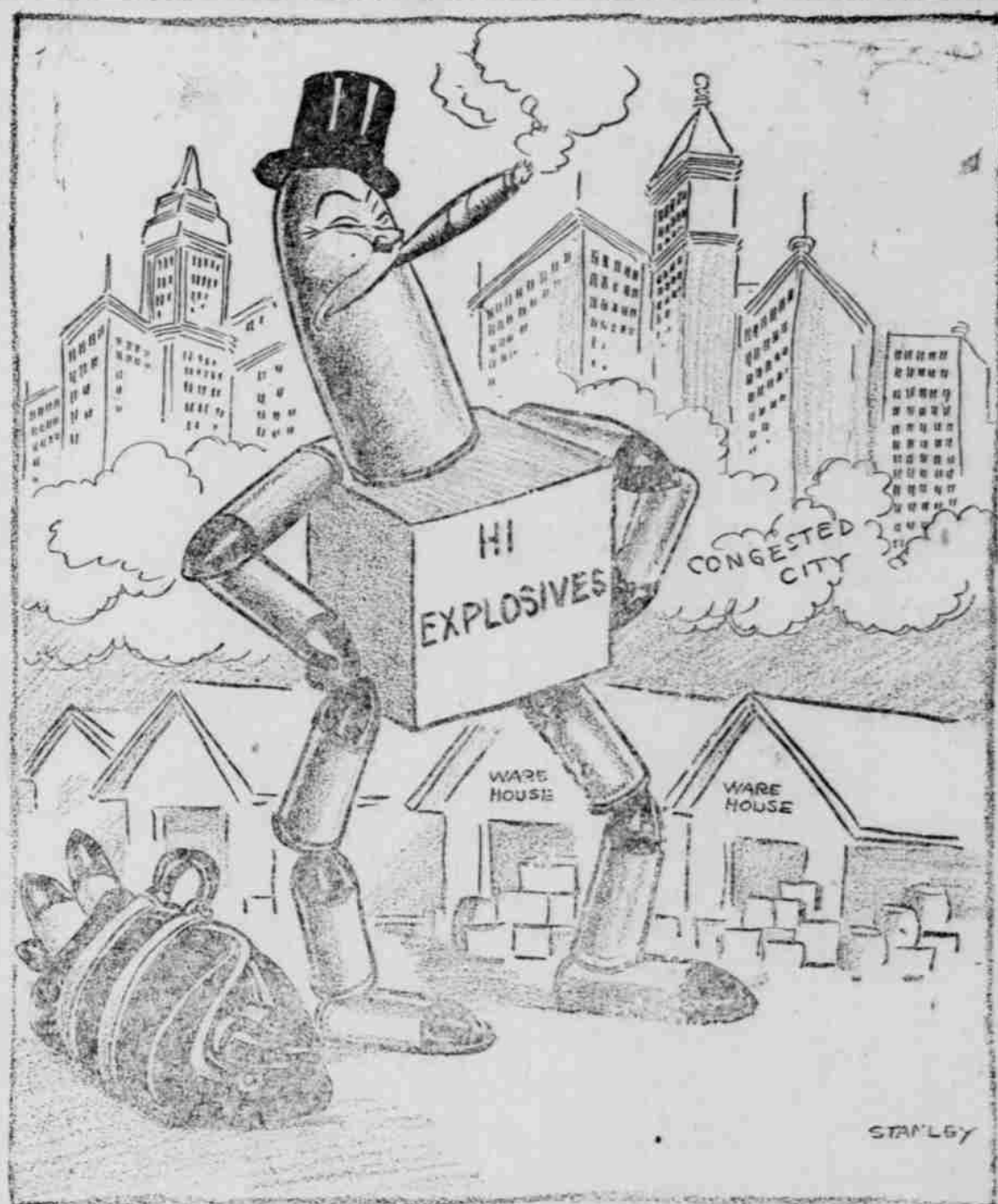
### Shock to Comrades.

When the news of Lieut. James Connell's death reached the Fourth regiment shortly after 8 o'clock this morning, it caused profound grief, for "Jim," as he was familiarly called, when military etiquette was laid aside, was one of the most popular and lovable men in the regiment. His home was in Hoboken, N. J., where he was in business as an architect. When the regiment was called out, he literally sacrificed his business to respond to the call of his country. Lieut. Connell was a man of about 50 years of age, and was happily married and had one child. He was a prominent member of Our Lady of Grace R. C. church of Hoboken, and an active member of the Holy Name society of that church.

In the Fourth regiment Lieut. Connell held the position of battalion adjutant, and in its duties he was never found wanting. He delighted in the guard mounts of which he was the officer. A more companionable, more amiable and better fellow was never known in the regiment. When the word came over the phone that "Jim" had passed away many of his comrades broke down and shed tears. Col. Geo. T. Vickers, the regimental commander, at once telegraphed the sad news to the widow in Hoboken, who, it is believed, was about to leave for Douglas when the message was received. Colonel Cickers, Major Joseph M. Rector, the senior medical officer of the New Jersey brigade; Chaplain J. Madison Hare, and Capt. Samuel A. Cosgrove, regimental surgeon, were at the hospital when the end came. Everything that medical and surgical skill could do for Lieut. Connell was done, and all the spiritual comfort that could be given by Dr. Hare and Father Rosello was given to the dying soldier, whose last thoughts were of his wife and child, 2,500 miles away.

On the trolley car at the time of the accident to Lieut. Connell and Lieut. Harry C. Wright, were Capt. William A. Baker, of Company B, and Sergeant Arthur W. Clayton, of the supply company, both of the Fourth regiment, the latter being a friend and neighbor in Hoboken of the deceased lieutenant. They assisted the injured man until he was taken to the

## AN UNDESIRABLE CITIZEN



Calumet hospital. At the hospital Lieut. Connell was almost prostrate from shock. It was found that his leg was fractured and that he had also sustained serious injuries to the pelvic bones. He was very badly shaken up and asked the surgeons to quiet his nerves with a sedative which was given him. Later his condition became worse and it was soon seen that he had only a fighting chance for life. Early this morning Dr. Rector and Dr. Cosgrove, it was said, operated upon the sufferer in the forlorn hope that they could save his life. Their efforts were vain.

Lieut. Connell's body will be sent to his home in Hoboken probably some time tomorrow, and he will be buried with military honors. His death is the only fatality in the Fourth New Jersey infantry since it was called into service nearly seven weeks ago. It has cast a gloom over the entire New Jersey brigade. Services over the dead lieutenant will probably be held here before the body is sent home.

Lieut. Wright was taken to the army base hospital where he is now doing nicely. His home is in Jersey City, and he is second lieutenant of Company I, most of whose members live in Bayonne, N. J.

Lieut. Connell had been a member of the National Guard of New Jersey for the past twenty-two years, having been a charter member of Company K, of Hoboken, organized in 1894. He was appointed battalion adjutant in 1908.

### PLANS HARD FIGHT TO WIN THE WEST



New photograph of William R. Willcox.

Chairman Willcox of the Republican national committee will open middle west headquarters within a few days, and plans to make a very hard fight for the control of doubtful middle west states. The names of Frank Hitchcock, former postmaster general, and A. T. Hart of Kentucky have been most prominently mentioned for the place.

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